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Grace Macfillis - 198

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SOUVENIR (OF) WINNIPEG

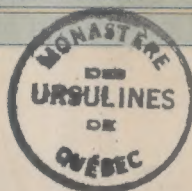


British Association.

SEPTEMBER

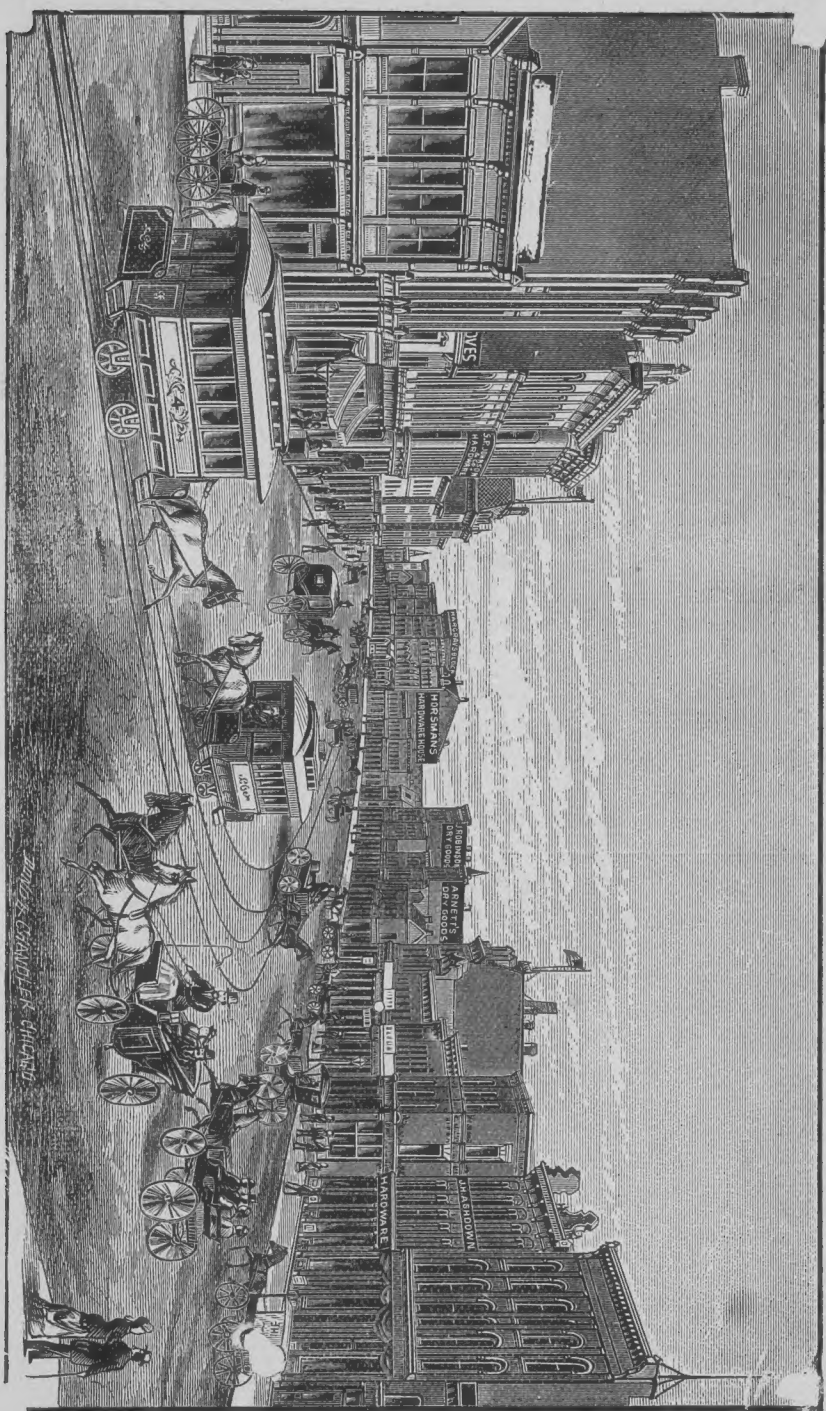
1884

BISHOP CO WINNIPEG





VIEW OF MAIN STREET LOOKING SOUTH.





A. LOGAN, ESQ.,
MAYOR OF THE CITY OF WINNIPEG,
1884.

ADDRESS OF WELCOME.

To the President and Members of the British Association for the advancement of Science.

GENTLEMEN,—The progress of science, the genius of inventors, and the enterprise of the age which has linked in bonds of union the old and the new worlds, enables us; citizens of the most northern city of the western hemisphere; to greet you, the representatives and exponents of science in the east, upon the confines of western civilization, so lately reclaimed from wilderness. Nor is it a matter for congratulation only, that rail and steam should render such approximation possible; but we are proud to remind you that our meeting is upon British soil; and although separated from your homes by the width of an ocean and half a continent, that you are welcomed by those who, equally with yourselves, belong to that great nationality upon whose territories the sun never sets, and whose flag floats o'er every sea! In the name of the city of Winnipeg, the capital of the province of Manitoba, we, its Mayor and Corporation, bid you a hearty welcome.

In your visit we recognize that spirit of enterprise which is instinct in all true scientists, and which leads not only to the progress of civilization, and the march of intellect, but to the union of nations; creating an universal platform of truth, independent of race or creed, and superior to nationalities.

We greet your coming especially as representatives of every department of science; in the expectation that your practiced eyes may see the glorious future that lies before our country; and that by your unbiased testimony the truth may spread, and be the means of bringing hither the overflowing population of the mother land; where, under the British flag and kindred institutions, they may develop and achieve the wealth which is latent in our soil.

We have watched with great interest the progress of your deliberations at Montreal, and trust that the important labours in which you were there engaged may bear fruit towards the advancement of science. We hope that your brief visit to this city may be attended with profit as well as pleasure, and that in our hastily gathered exhibition you may have a more comprehensive glance at our resources than your limited time for investigation could otherwise afford.

In conclusion, we would express the hope that as members of the great British family, we may ever draw nearer together in heart and aspirations, and that our intercourse may lead to the advancement of science, and the promotion of peace, progress and universal happiness.

C. J. BROWN, CITY CLERK.

A. LOGAN, MAYOR,

For the Corporation of the City of Winnipeg.

THE CITY OF WINNIPEG.

The city of Winnipeg is situated at the confluence of the Red and Assiniboine Rivers (lat. 50° n. long. 97° w.) occupying the site chosen by the Hudson's Bay Company for their administrative centre in the North West ; which, as Fort Garry, was well-known to the outer world. The Fort with its bastioned walls, memorial of the many stirring and interesting events with which it was identified in the early history of this country, has passed out of existence ; the only remaining relic being the archway at its north-west angle. Many years previous to the establishment of Fort Garry, however, an enterprising French discoverer reached this point, establishing Fort Rouge on the south side of the Assiniboine in about the year 1735. For over a century therefore, the advantages nature has afforded for the site of a great city have been recognized, although only recently availed of; and at the present time, as regards general trade and the development of a new country,—Winnipeg occupies the same position as Fort Garry occupied during the fur-trading days. With the increase of population new wants have arisen, and new channels of trade have been developed, but the foundations of the city have been too firmly established to change, and Winnipeg remains not only the capital of Manitoba but the centre of distribution for the great North West.

The junction of two such rivers as the Red River of the North and Assiniboine is an important factor in the future prosperity of the city. The Red River drains about 45,000 square miles of country, 35,000 of which are in the States of Minnesota and Dakota, and 10,000 miles in Manitoba. It is navigable for nearly 200 miles of its course, and its valley contains what is supposed to be the most productive soil in the world, producing a larger yield and better quality of grain than any similar area. The Assiniboine River drains an area of about 66,000 square miles, entirely within British Territory, the greater part of which vast area may be described as rolling prairie, the soil of which is of unsurpassed richness and fertility. It is navigable for steamers of 100 tons burden as far as Fort Ellice, or some 600 miles from Winnipeg.

With such water ways; natural channels for the transport of grain, coal and iron, flowing past our doors, and a network of railways radiating from it as a common centre, Winnipeg must become the Chicago of the North West.

Forty-five miles north of the city of Winnipeg the Red River of the North empties into Lake Winnipeg, a body of water 280 miles in length and 57 miles in breadth at its widest part ; having a coast line of upwards of 1,000 miles, containing an area of about 9,000 square miles. It empties into Hudson's Bay through the Nelson River. The northern extremity of the Lake is

only 350 miles from Fort Churchill on Hudson's Bay, the probable terminus of the Hudson's Bay Railway. The area of country drained by Lake Winnipeg is estimated at 400,000 square miles, its most important tributary being the Great Saskatchewan River. Its height is 710 feet above the sea. Thus the city of Winnipeg is connected by water not only with the base of the Rocky Mountains through the north and south branches of the Saskatchewan River, but with Hudson's Bay through Nelson River. The former has already been availed of by the steamers of the North West Navigation Company, which ply upon the waters of Lake Winnipeg and the Saskatchewan River; but the latter so far has only been used by the Hudson's Bay Company as a route for *bateaux* conveying their goods from Hudson's Bay to the interior. A few years hence it is probable that railways and steamships will make this the most familiar, as it is the shortest, route to Great Britain. When this is the case, not only will the Province of Manitoba and the North West Territories be tributary to the city of Winnipeg, but a large portion of the adjoining States of Minnesota and Dakota will ship their products by this, their shortest and cheapest route to the sea. It may, therefore, be confidently expected that the city of Winnipeg will become the great northern metropolis, and the largest wheat market in the world.

It was only in the spring of 1879 that this city had railway communication with the outer world, through a line connecting with the American system of Railways, which was built by the Canadian Government as a part of the Canadian Pacific Railway system. The iron bridge which spans the Red River, and which was named the 'Louise Bridge' after Her Royal Highness the Princess Louise, was erected at a cost of \$250,000, as the contribution of the city of Winnipeg toward that connection. It was not until the winter of 1883 that the opening of the railway to Port Arthur gave the city an alternative route to the south. So far the Canadian Pacific Railway Company owns all the lines terminating at Winnipeg; one line 65 miles long leading to Emerson and St. Vincent on the east side of the Red River, another 70 miles in length on the west side of the Red River leading to Gretna and Neche,—both connecting at the boundary line with the St. Paul, Minneapolis and Manitoba Railway which runs southward through the State of Minnesota, and the Territory of Dakota respectively,—a third, 22 miles in length, northward to Stone-wall, where exist the large quarries of magnesian limestone which furnish both stone and lime for building purposes,—a fourth, running south-westerly for about 50 miles, and known as the Manitoba South Western Colonization Railway; and lastly the main trunk line of the Canadian Pacific, now open for traffic from Port Arthur to Winnipeg, a distance of 435 miles, and from hence

to Stephen in the Rocky Mountains, a distance of 960 miles. But ere long the commercial requirements of the country will develop a railway system, which, with Winnipeg as its centre, will tend to its material progress. The most important of these projected railways, in so far as the city of Winnipeg is concerned, is undoubtedly the Manitoba and Hudson's Bay Railway, connecting Winnipeg with Fort Churchill on Hudson's Bay, a distance of about 700 miles. Public opinion in this country is so well satisfied as to the practicability of Hudson's Bay and straits for steam navigation, that it is only because it was necessary to prove the fact to the world at large that the Dominion Government has this season despatched an exploring expedition which is to pass the coming winter in Hudson's Bay in making observations and verifying surveys. As a commercial route there can be no doubt as to its advantages over the routes to the south. The distance from Winnipeg to Liverpool *via* Fort Churchill is 3,641 miles, or 783 miles shorter than *via* Montreal, and 1,652 miles shorter than *via* Chicago. By sea Churchill is 64 miles nearer to Liverpool than Montreal, and 114 miles nearer than New York. This advantage in distance, of course, applies to the Pacific trade; the route from China and Japan being nearer *via* Churchill by 1,117 miles than *via* Montreal, and 2,136 miles nearer than *via* New York.

As a political and national necessity it is only requisite to point out that a route *via* Hudson's Bay from Great Britain to the vast wheat fields and cattle districts of the North West would render her independent of foreign production; and should the time arrive when war closed the ports of Russia, Turkey, Egypt and India, an abundant supply of food would be available through the opening of this route.

In no way can the progress of a city be better traced than by statistics. Nor is this material progress to be traced solely by its increase of population, but rather by the increase in its invested wealth, together with its increased population. With this end in view, a tabulated statement is appended showing the estimated population and assessment for municipal purposes in each year.

The population has been calculated as follows :

In 1870.....	300 inhabitants.
" 1871.....	500 "
" 1872.....	1,000 "
" 1873.....	1,500 "
" 1874.....	2,000 "
" 1875.....	3,000 "

In 1876.....	4,000 inhabitants.
" 1877.....	5,000 "
" 1878.....	6,000 "
" 1879.....	7,000 "
" 1880.....	8,000 "
" 1881.....	9,500 "
" 1882.....	21,000 "
" 1883.....	22,500 "
" 1884.....	25,000 "

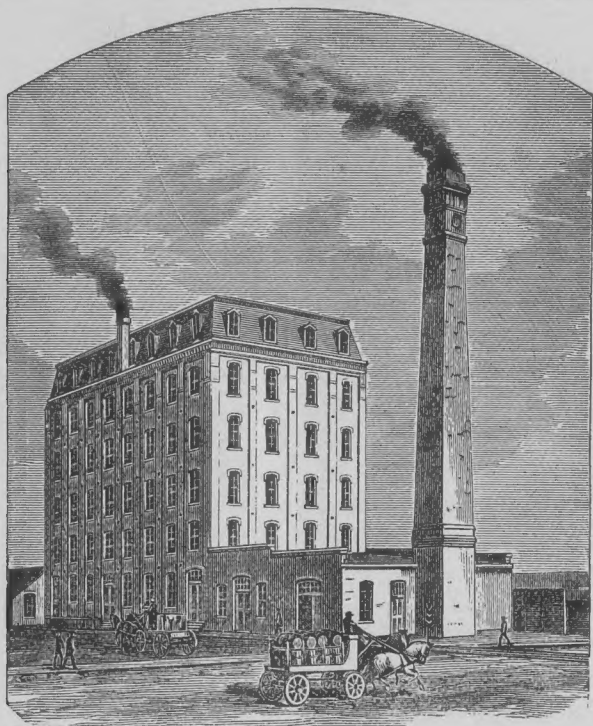
The total annual assessment since the incorporation of the city is as follows :

In 1874.....	\$2,676,018
" 1875.....	2,635,805
" 1876.....	3,031,685
" 1877.....	3,097,824
" 1878.....	3,216,980
" 1879.....	3,415,065
" 1880.....	4,000,000
" 1881.....	9,196,435
" 1882.....	30,303,270
" 1883.....	33,000,000
" 1884.....	30,325,000

The decrease in the assessment in 1884 was due to the wise action of the city council in reducing the scale of assessment from "boom figures" to the more reasonable and stable rates at which city property is now held. The latter figures may therefore be taken to represent the fair value of taxable property within the city limits ; not including church, school, government and city properties ; which are, by statute, exempt from taxation. Remission of taxation for a period of years has also been allowed to certain manufacturing industries which serves further to decrease the sum total. From these figures it will be seen that our population has doubled, and our wealth as a city has trebled during the past three years.

BUILDING PROGRESS.

While false reports have been spread far and wide over the continent that Winnipeg had collapsed and our people were bankrupt ; large numbers of our citizens, and others who came here and saw the brilliant prospects ahead, with firm faith in the future of the city, have been quietly but surely preparing incontestible evidence of the solidity and substantial progress of Winnipeg ; in



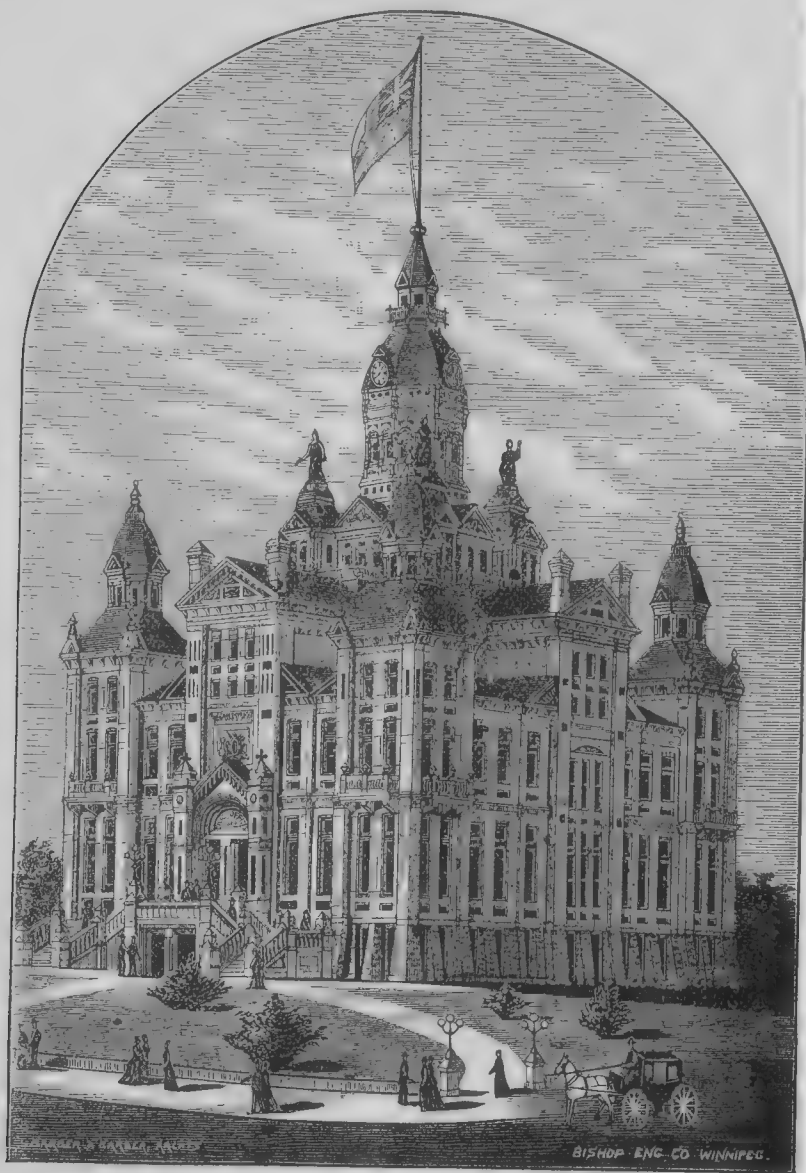
OGILVIE'S FLOUR MILLS.



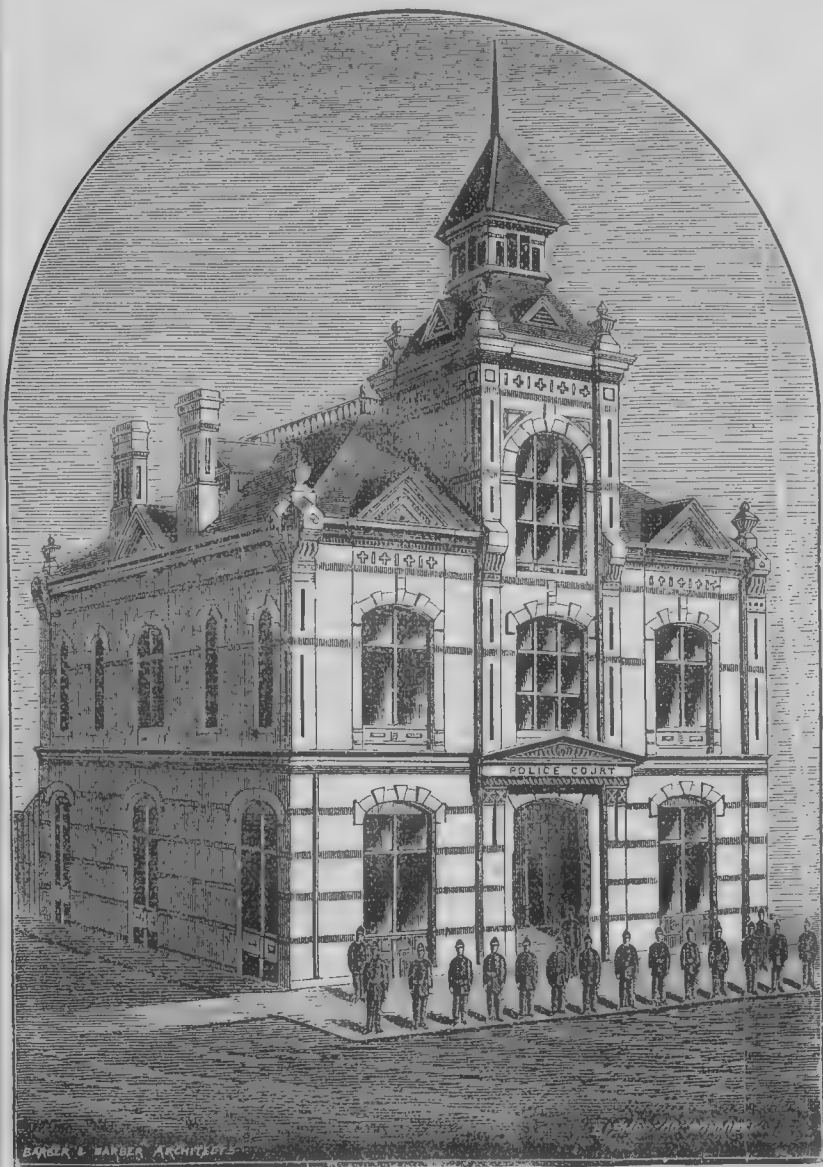
HUDSON'S BAY COMPANY'S BLOCK.

the shape of costly dwellings and stores. When the year 1884 opened the prospects for a renewal of the building progress of previous years was certainly not encouraging. It was said there were more dwellings than there were families in the city to occupy them. The money market was tight, and in view of all the circumstances it was believed that the building operations of 1884 would be on a very limited scale indeed. But how different have been the facts from the anticipations of many persons! There has not been the big boom of 1882, but nearly every street has witnessed the erection of dwellings or blocks during the past eight months. Workingmen, clerks and merchants who had been supporting their families in the East on account of the high rents and the cost of living during 1882 and the greater part of 1883 began this year to erect buildings and to bring their families and relatives to Winnipeg. The number of buildings erected by persons of that description has been especially large, and is indeed a pleasing and hopeful sign. It was the best testimony that the population was not transient, but that the people had come to stay; and what was better, to bring their friends and relatives here. It is beyond dispute that Winnipeg has never had, previous to 1884, so many families within its bounds. As has been said, we have not seen the big building boom of previous years, but it is a fact, and we have reason to be proud of it, that so far this year more money has been spent in buildings in Winnipeg than in Toronto, Montreal or any other city in Canada. We can point to this fact with pardonable pride to people who have done much to revile and depreciate "the bulls eye of the Dominion." The figures for 1884 cannot be exactly given, but from the statements of city architects and contractors, over \$1,000,000 has so far been spent, and before the close of the year the figures will show an expenditure of at least a million and a half of dollars. In 1882 the building boom of Winnipeg may have been said to have reached its zenith, when \$5,000,000 (£1,000,000 stg.) was expended—a greater amount than in the whole of the cities of Ontario combined. In 1883 the figures showed a total expenditure of nearly \$2,750,000. Take even the figures of 1883, to say nothing about those of the previous year, and the following statement will show how Winnipeg ranked with the largest American cities in their building progress of 1883.

Chicago.....	\$12,780,000 00
Cincinnati.....	11,000,000 00
St. Paul.....	9,580,000 00
Minneapolis.....	8,310,000 00
Cleveland.....	3,750,000 00
Denver.....	3,000,000 00



CITY HALL,



CENTRAL POLICE STATION.

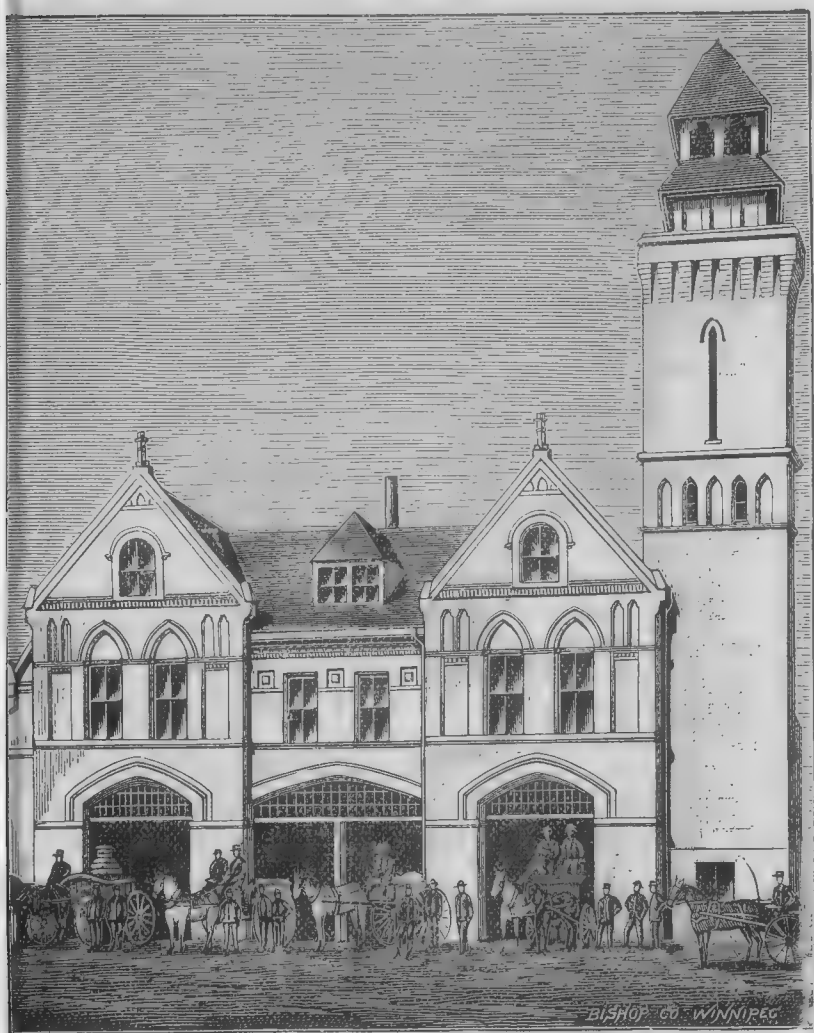
Winnipeg	\$2,750,000 00
Des Moines	2,750,000 00
Detroit	2,580,000 00
Kansas City	2,000,000 00
Toledo	1,490,000 00
Pittsburg	1,420,000 00
Memphis	1,300,000 00
Indianapolis	1,250,000 00
Burlington.....	1,100,000 00
Milwaukee	1,070,000 00
Nashville	1,050,000 00

No comments are necessary upon the above statement. "Figures never lie," and they are there for the careful perusal of people who say the "bottom has dropped out of Winnipeg." The showing is remarkable, and must attract wondering attention. The above statement was prepared by Bradstreet's, probably the most reliable commercial agency in the world, and its accuracy cannot be questioned. If the figures of 1882 were taken for the comparison Winnipeg would rank as the fifth city on the continent,

OUR PRINCIPAL BUILDINGS.

Among Winnipeg's most important buildings may be mentioned the following :—

C. P. R. Round House and Shops	\$275,000 00
Ogilvie's Mill.....	150,000 00
Cauchon Block	125,000 00
Hudson's Bay Block.....	125,000 00
McKenzie Hotel	100,000 00
*McIntyre's Block	100,000 00
*City Hall	100,000 00
*New Post Office.....	80,000 00
Parliament Buildings.....	75,000 00
C.P.R. Depot.....	75,000 00
Holy Trinity Church.....	75,000 00
*Hon. A.G.B. Bannatyne's Residence	70,000 00
Manitoba College	60,000 00
Princess Opera House	60,000 00
Knox Church.....	60,000 00
General Hospital	60,000 00
*French Flats	60,000 00



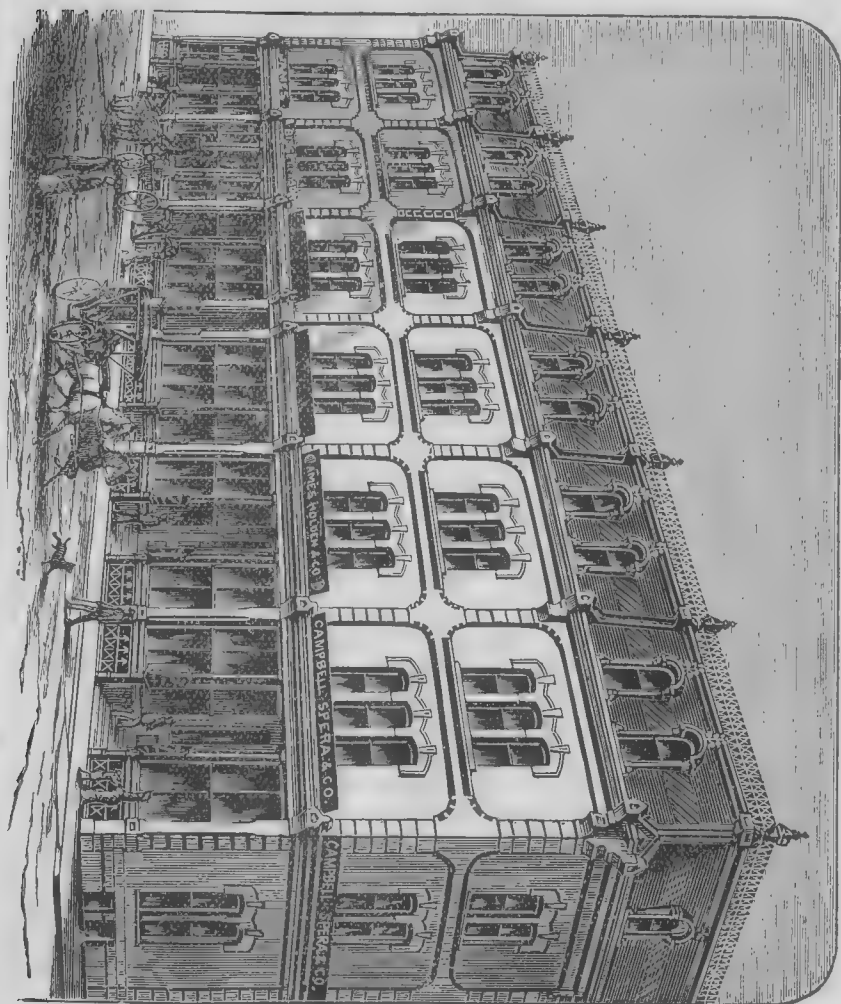
CENTRAL FIRE HALL.

H. Smith's Block	\$60,000 00
St. Mary's Academy	50,000 00
Residence of Lt.-Governor	50,000 00
Court House	50,000 00
Provincial Jail	50,000 00
Grace Church	50,000 00
Ryan's Block	45,000 00
Harris' Block	45,000 00
Higgings' Block	40,000 00
Ieland Hotel	40,000 00
Richardson Block	40,000 00
Lyon and McKenzie Block	30,000 00
Odd'ellows' Hall	30,000 00

*In course of erection.

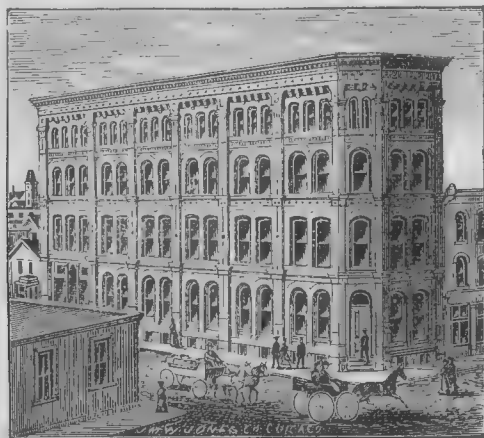
There are in Winnipeg to day business houses, wholesale and retail, devoted to the following lines of trade :—

Agricultural Implements, 9 ;	Boots and Shoes, 15 ;
Clothiers, 14 ;	Dry Goods, 21 ;
Fancy Goods, 4 ;	Founders, 5 ;
Groceries, 35 ;	Furniture, 9 ;
Gents' Furnishings, 11 ;	Stoves, 5 ;
General Stores, 4 ;	Saddlers, 7 ;
Furs, 9 ;	Hats and Caps, 5 ;
Fruit, 13 ;	Jewelry, 10 ;
Hardware, 9 ;	Leather, 4 ;
Liquors, 14 ;	Lumber, 9 ;
Tailoring, 11 ;	Millinery, 4 ;
Music, 4 ;	Paints and Oils, 8 ;
Pianos and Organs, 7 ;	Pluming, etc., 7 ;
Wall Paper, 6 ;	Tobaccos, 6 ;
Seeds, 4 ;	Sewing Machines, 4 ;
Roofing, 2 ;	Stationery, 11 ;
Teas and Coffees, 4 ;	Underclothing, 6 ;
Upholstering, 5 ;	Fuel, 6 ;

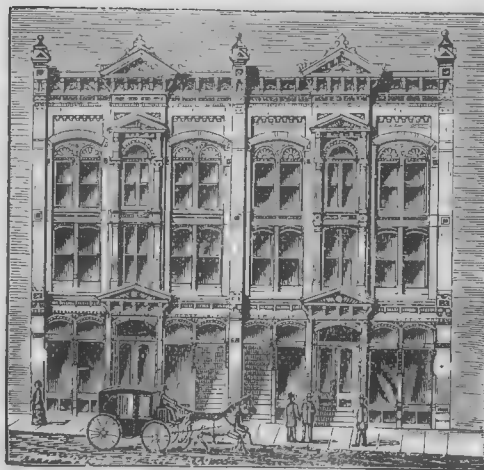


GERARDS BLOCK.

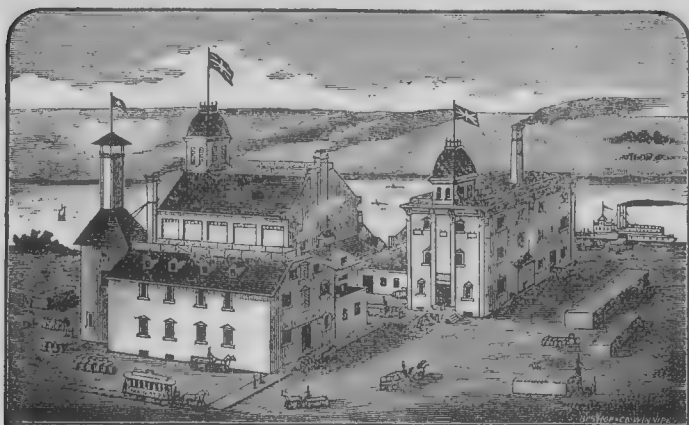




R. J. WHITLA'S, McDERMOT STREET.



GRIFFITH & DOUGLAS AND JAMES O'BRIEN & CO'S STORES, MARKET SQUARE.



DREWRY'S ALE AND LAGER BEER BREWERY, MAIN STREET.



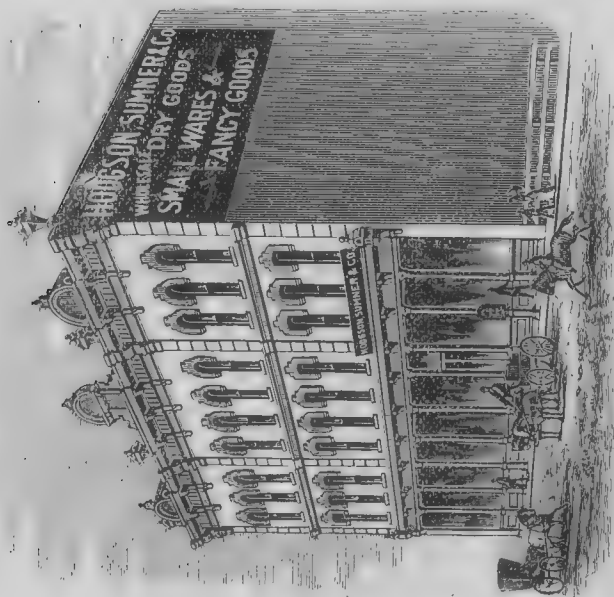
JAMES ROBERTSON & Co., McWILLIAM STREET EAST.

Lately there has been a large increase in the number and variety of our manufacturing establishments. Among the manufactories located here now are—

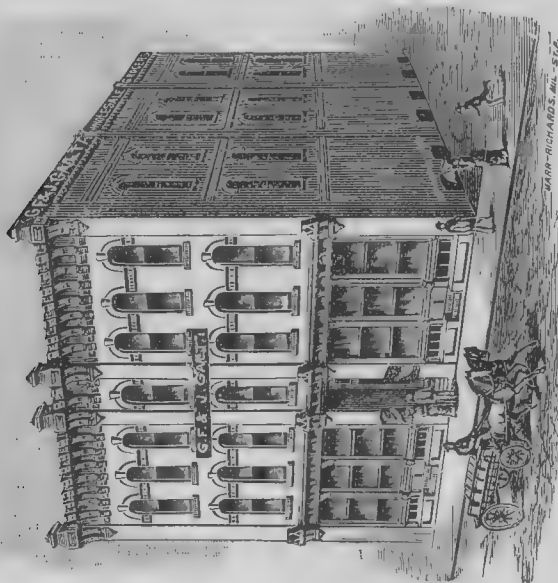
Awning and Tents,	Boots and Shoes,
Bookbinding,	Brooms and Brushes,
Brewers,	Wheelwrights,
Bricks and Tiles,	Cigars,
Clothing,	Coffees,
Biscuits,	Confectionery,
Drugs and Chemicals,	Oils,
Bakery Products,	Upholstery,
Furs,	Flour and Grist Milling,
Furniture,	Gunsmithing,
Harness and Saddlery,	Iron,
Watchmaking and Jewellery,	Millinery,
Marble and Stone Cutting,	Machine Shops,
Foundries,	Printing and Publishing,
Photography,	Car Making,
Sash, Doors, Boxes, etc.,	Meat Packing,
Tinware,	Carriages,
Cork,	Soda Water.
Vinegar.	

In Winnipeg there are also—

Accountants, 10 ;	Agents, 8 ;
Appraisers, 5 ;	Architects, 12 ;
Auctioneers, 9 ;	Private and Chartered Banks, 13
Law Firms, 45 ;	Civil Engineers, 7 ;
Commission Merchants, 9 ;	Butchers, 14 ;
Contractors, 16 ;	Coopers, 2 ;
Dentists, 5 ;	Dressmakers, 22 ;
Employment Agents, 6 ;	Engravers, 2 ;
Express Companies, 3 ;	Fish Dealers, 3 ;
Florists, 2 ;	Insurance Agents, 14 ;
Photographers, 6 ;	Physicians, 27 ;
Real Estate Agents, 19 ;	Surveyors, 3 ;
Telegraph Companies, 3 ;	Veterinary Surgeons, 6.
Warehousing Companies, 3.	



HODGSON, SUMNER & Co., PRINCESS STREET.

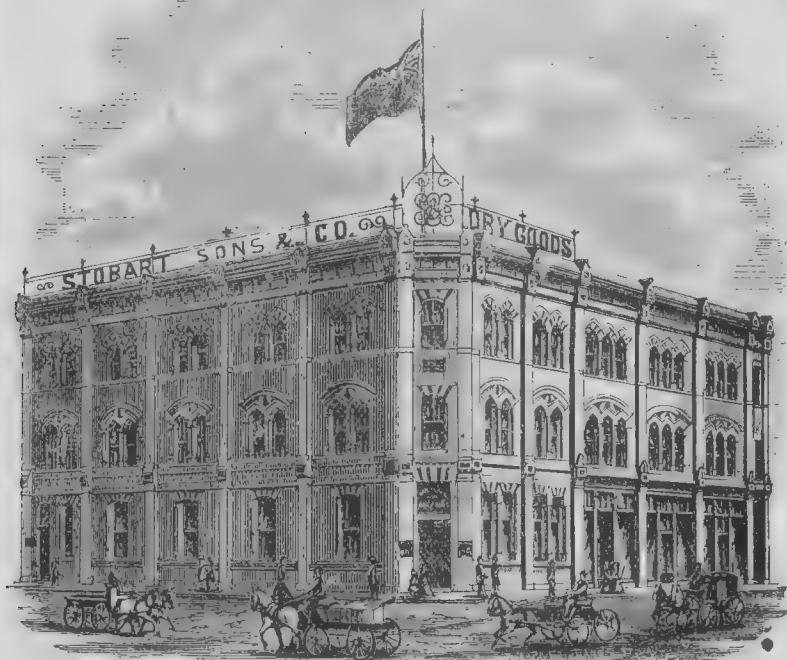


G. F. & J. GALT, PRINCESS STREET.

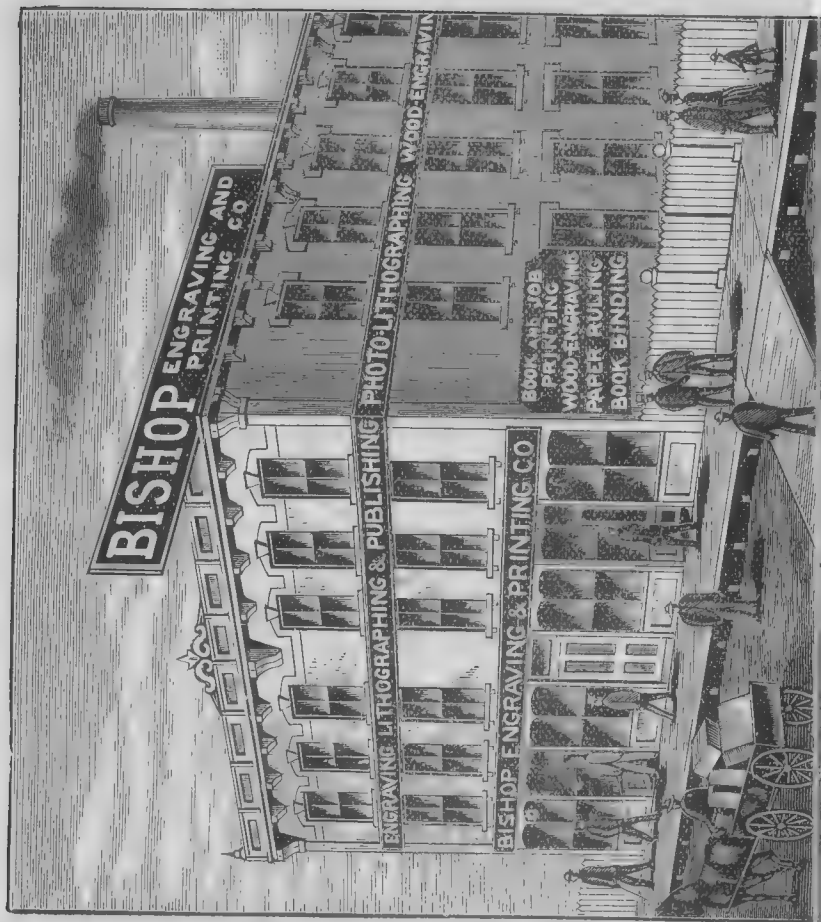
W. RICHARDS, DEL. - S.T.P.



FORTUNE'S BLOCK, MAIN STREET.



STOBART, SONS & CO., PORTAGE AVENUE.



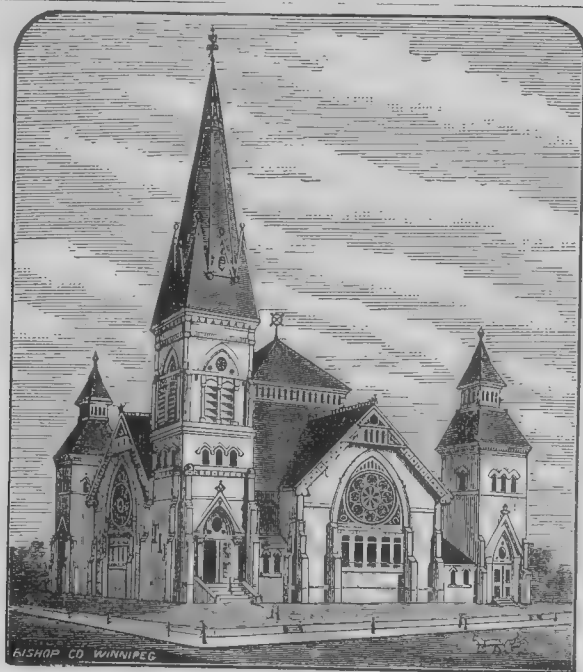


J. H. ASHDOWN'S BLOCK, MAIN STREET.

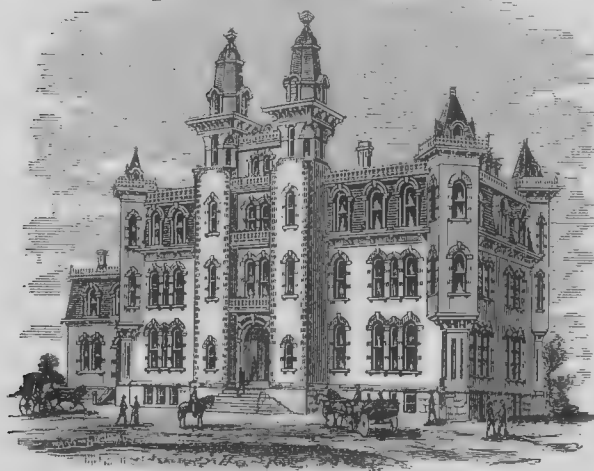


RYAN'S BLOCK, MAIN STREET.

SOUVENIR OF THE



PRESBYTERIAN CHURCH, SMITH STREET.



MANITOBA COLLEGE (PRESBYTERIAN) COR. KENNEDY AND ELLICE STREETS.

WINNIPEG CHURCHES AND SCHOOLS.

Very few cities in the Dominion have more reason to be proud of their religious institutions than has Winnipeg. In all there are sixteen churches, as follows :—

Grace (Methodist)
 Zion (Methodist).
 Wesley (Methodist).
 Bethel (Methodist).
 Knox (Presbyterian).
 St. Andrews (Presbyterian).
 Baptist.
 Church of Immaculate Conception (Roman Catholic).
 St. Mary's Church (Roman Catholic).
 First Congregational.
 Holy Trinity (Episcopal).
 St. George's (Episcopal).
 All Saints (Episcopal).
 Christ Church (Episcopal).
 Icelandic.
 Hebrew.

Among the pastors of these are many of the brightest minds in the country. The Sunday Schools are effectively conducted and are very largely attended.

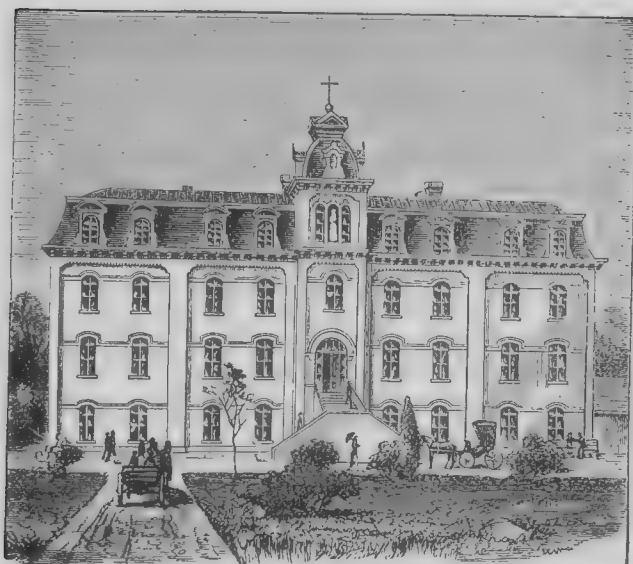
Our system of public schools reflects credit on the citizens of Winnipeg. It is as near perfection as possible, as the organization is thorough and complete. The staff of teachers is very efficient, and great progress is always shown. Our school board has provided splendid accommodation, and to-day the following fine school buildings are worthy of inspection by visitors to the city :—

Boys' Central School,	Argyle St. School,	Mulvey School,
Girls' Central School,	Euclid St. School,	St. James' School,
Normal School,	Dufferin School,	Carlton St. School,
Collegiate School,	Pinkham School,	Fort Rouge School.
Louise St School,		

For the more advanced students, and technical instruction, there are Manitoba College, St. John's Boys' College, St. John's Ladies' College, University of Manitoba, Holy Trinity Girls' School, Catholic School, Manitoba Medical College, Winnipeg Business College, and many other excellent educational institutions.



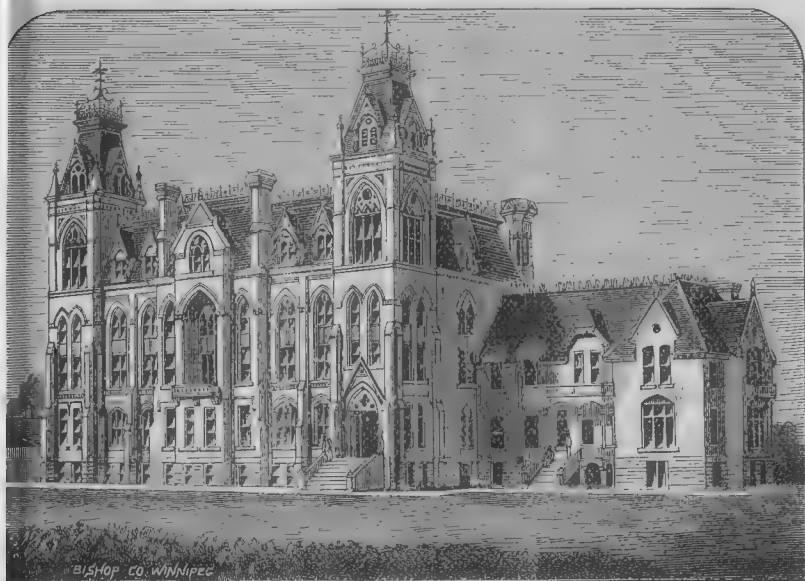
ST. MARY'S CHURCH.



CONVENT SCHOOL, ST. BONIFACE.



CENTRAL SCHOOL, ELLEN STREET.

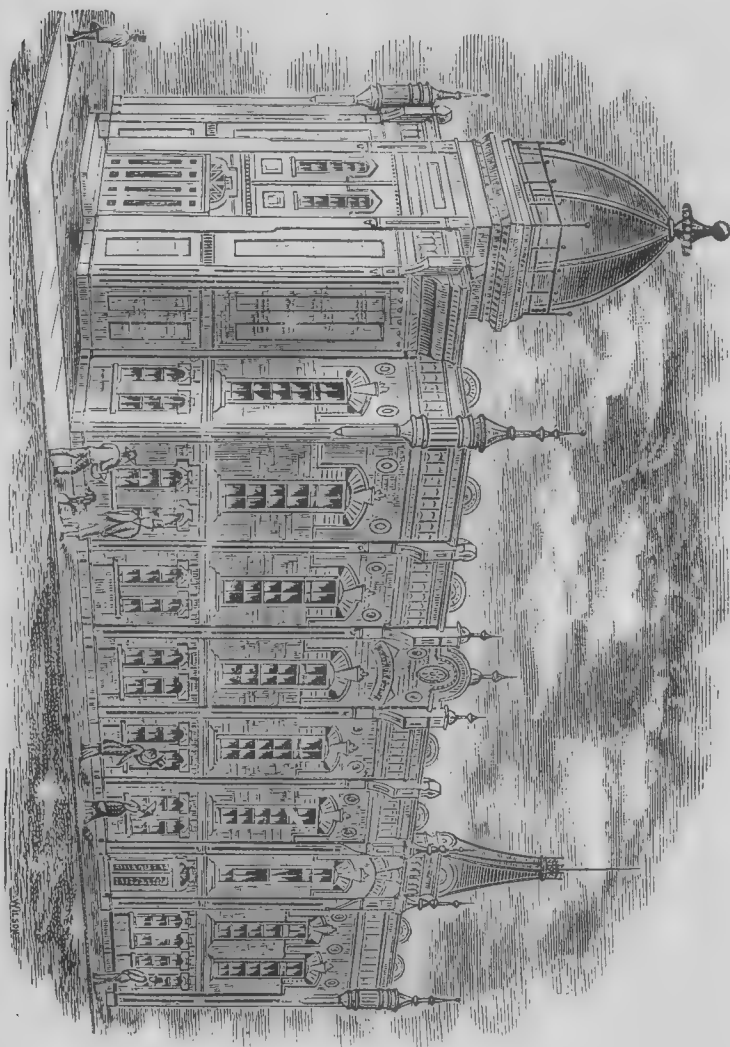


ST. JOHN'S (EPISCOPAL) COLLEGE.



HOLY TRINITY CHURCH.

GRACE (METHODIST) CHURCH.



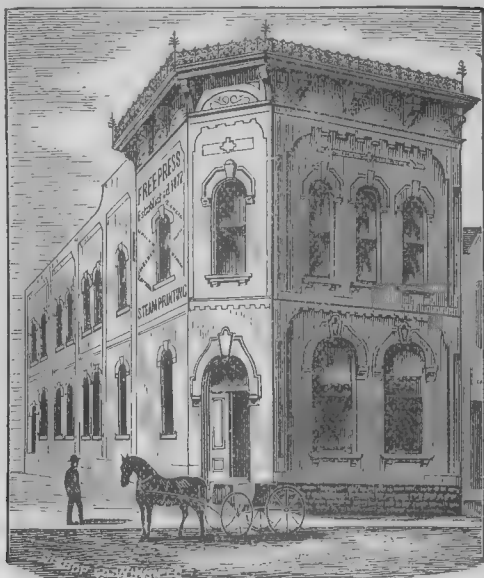
WINNIPEG AS A HEALTHY CITY.

There is probably no healthier city than Winnipeg on the continent of America, its death rate, so far as ascertained, showing a smaller percentage than that of any other city yet heard from. Although the statistics were not so complete as could be desired, it is safe to say that the rate has not exceeded 10.50 per annum for the past five years. The returns have hitherto not been as complete as could be desired, owing to the lack of facilities for obtaining vital statistics; and the official rate, it is said, is not as high as that mentioned. When the excellent sewerage system, which is now in course of construction, shall supersede the present well conducted but not wholly satisfactory scavenging system, which has been pursued since the incorporation of the city, there is but little doubt there will be still a greater reduction in the annual rate. In former days Winnipeg was largely supplied with water from the Red and Assiniboine Rivers, but during the past two years a system of artesian wells has been inaugurated, which supplies the city with water unexcelled in quality. Bearing in mind the rate given above, the following table of death rates in cities throughout the United States, will show that the state of health in this city must indeed be excellent.

Baltimore.....	21.25	New York.....	24.30
Boston.....	20.43	Patterson.....	24.28
Brooklyn.....	21.61	Petersburgh.....	24.40
Buffalo.....	10.43	Philadelphia.....	19.62
Charleston.....	24.34	Pittsburg.....	23.87
Chicago.....	18.24	Providence.....	18.81
Cincinnati.....	17.81	Reading.....	22.50
Dayton.....	12.29	Richmond.....	21.93
Detroit.....	14.60	Rochester.....	18.41
Elmira.....	14.53	San Francisco.....	19.86
Erie.....	13.71	Selma.....	19.62
Knoxville.....	14.72	St. Louis.....	11.69
Memphis.....	26.06	St. Paul.....	11.72
Mobile.....	24.14	Syracuse.....	13.20
Milwaukee.....	16.84	Toledo.....	13.54
Nashville.....	29.37	Washington.....	24.39
Newark.....	23.17	Wheeling.....	16.78
New Haven.....	19.06	Yonkers.....	17.81
New Orleans.....	34.83	The world's average.....	22.00

CHARITABLE INSTITUTIONS.

Winnipeg's charitable institutions are numerous, and it is fitting that some reference should be made to them in this work. Of our hospitals we have reason to be proud. The General Hospital, which is the largest institution of this kind, is modelled after the John Hopkins hospital at Baltimore, Md., and is in every respect worthy of its great exemplar. The medical staff is thoroughly efficient, and the visiting surgeons, although receiving nothing for their services, take pride in their connection with so laudable a charity. Winnipeg has reason to point with pride to this hospital; which, though purely a city institution, opens its doors to the afflicted of the whole North West. The building cost the directors about \$60,000, and the furniture was supplied largely by the work of the Ladies' Aid Society. To assist in maintaining it, the city council gives a grant of \$5,000 a year, which is the only fixed and stable item in its revenue, except the allowance of 37½ cents per day per patient voted by the Local Legislature. The C. P. R. and Dominion Government assist in a small way; but to meet a heavy expenditure, its income is but meager and uncertain. Our charitable people, however, have always responded liberally when a call has been made for help, and it is safe to say that they will continue to do so, until perchance an endowment is made to the institution which will place it in an independent position. The college hospital of St. Boniface too, has performed a great and good work in the past, and hundreds have reason to be thankful to the good sisters who manage it. The Maternity hospitable is among our more recently established institutions, and is creditably managed by a number of city ladies, assisted by kind and liberal citizens. The health and relief committee of the City Council has always done its share towards relieving what temporary distress has existed in Winnipeg, and its efforts have been nobly seconded by the St. George's, St. Patrick's and St. Andrew's Benevolent Societies, the Foresters, Freemasons and Oddfellows orders, and by private citizens, who have always shown commendable anxiety to relieve suffering humanity.



THE MANITOBA "FREE PRESS" OFFICE.



LYON, M'KENZIE & POWIS' STORE, McDERMOTT STREET.

GROWTH IN POPULATION.

Winnipeg's growth in population has been really wonderful. In the year 1870, four years before the incorporation of the city, the population consisted of but 300 persons, and it is safe to say that not more than 100 of this number were whites. It required no less than seven years, or until 1877, to bring the population up to 5,000 souls. Three years later, 1881, there were 9,000 people here. Then the big boom commenced—a boom never to be forgotten—and the remarkable development began. The following year, 1882, the population increased to 21,000. It was a phenomenal growth; a rate of increase never equalled by any Canadian or American city. Following is a tabulated statement of the yearly growth of Winnipeg's population:

YEAR.				POPULATION.
1870	..	..	..	300
1871	..	..	..	500
1872	..	..	..	1,000
1873	..	..	..	1,500
1874	..	..	..	2,000
1875	..	..	..	3,000
1876	..	..	..	4,000
1877	..	..	..	5,000
1878	..	..	..	6,000
1879	..	..	..	7,000
1880	..	..	..	8,000
1881	..	..	..	9,000
1882	..	..	..	21,000
1883	..	..	..	22,500
1884	..	..	..	25,000

NEWSPAPERS OF THE CITY.

The excellence of the Winnipeg newspapers has always been the subject of comment by visitors to the city. The general verdict is that no better press is possessed by any other city in Canada. Telegraphic arrangements are such that the latest foreign news is received and published an hour or two after it has flashed across the Atlantic. Home and American intelligence is also published in *extenso*. The main merit of the papers, however, has been their local excellence. Special prominence has always been given in "writing up" the resources of the country; and to the press in a great measure is due the vast amount of knowledge in regard to Winnipeg and the North West pos

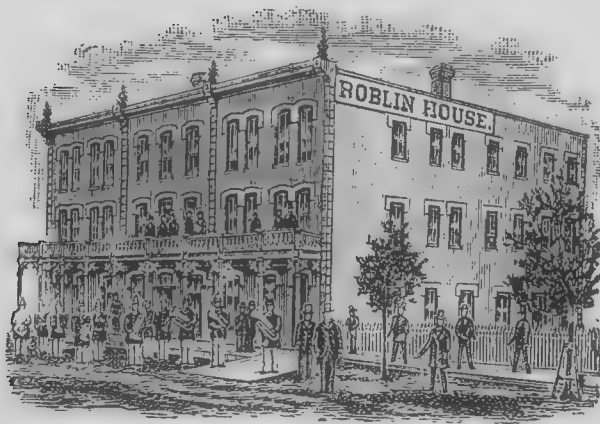
essed by Europeans and the world in general. Since the extension of the Canadian Pacific Railway through the territories, and its construction east of Winnipeg, facilities are afforded for telegraphic communication with all points of importance between Lake Superior and the Rocky Mountains. Thus it will be seen that the Winnipeg press has a greater area to draw from for its information than the press of any other Canadian city. There are three excellent daily papers, all of which publish weekly editions, having large circulations throughout the province and the North West Territories. The people of Winnipeg are evidently a reading people, as the publications are eagerly snatched up the moment they are issued. The daily papers of Winnipeg are "The Sun," "Free Press," and "Times." Besides these are published "The Siftings," and "The Commercial" in weekly editions. The former is a comic paper, tending in some measure to satire, and is largely read. The latter is devoted to the commercial interests of Winnipeg, and contains a weekly review of the business done, and the general commercial and financial outlook. The Icelandic population are supplied with a paper printed in their own language, the French likewise having a journal devoted to their particular interests.

AMUSEMENTS OF THE CITY.

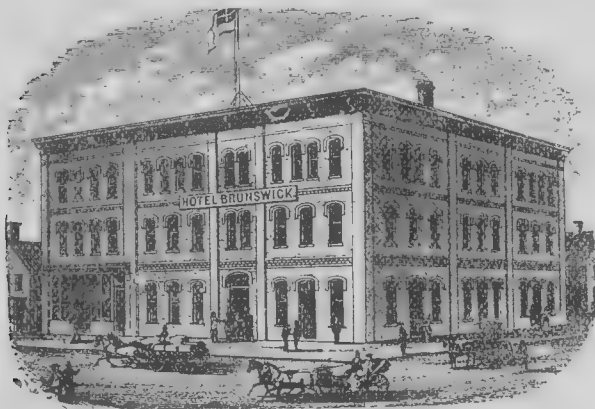
The people of Winnipeg cannot grumble because of a lack of amusements. Their wants and desires in this respect have for the last few years been well catered to. Our amateurs, and we have some of the best in Canada, never tire in amusing an appreciative public, and local concerts and dramatic performances are numerous. The opening of the Princess Opera House supplied a want which was much felt; and since that time Winnipeg has been entertained by many of the best musical and dramatic companies traveling. Some of the best artists in America have visited us, among whom may be mentioned T. W. Keene, Emma Abbott, Maria Litta, Minnie Hauk, Rhea, John T. Raymond, Sol Smith Russel, Fred Bryton, and a host of lesser lights. In athletic sports and amusements of such description, Winnipeg has always been to the fore. In cricket she excels. Two years ago she sent an eleven on a tour to American and Canadian cities, and the team returned covered with glory, having won every match in the largest American cities. Her lacrosse teams rank second only to the famous twelves of Montreal and Toronto, which are the best in the world, and on which are several old Winnipeg players. Her baseball team is among the best in Canada, and in tennis and all such games she has been to the fore. During the winter several large skating rinks are much patronized; and tobogganing, snow-shoeing, etc., finds many lovers here.



LELAND HOUSE, COR. MARKET SQUARE.



ROBLIN HOUSE LATE DOUGLIASS HOUSE.



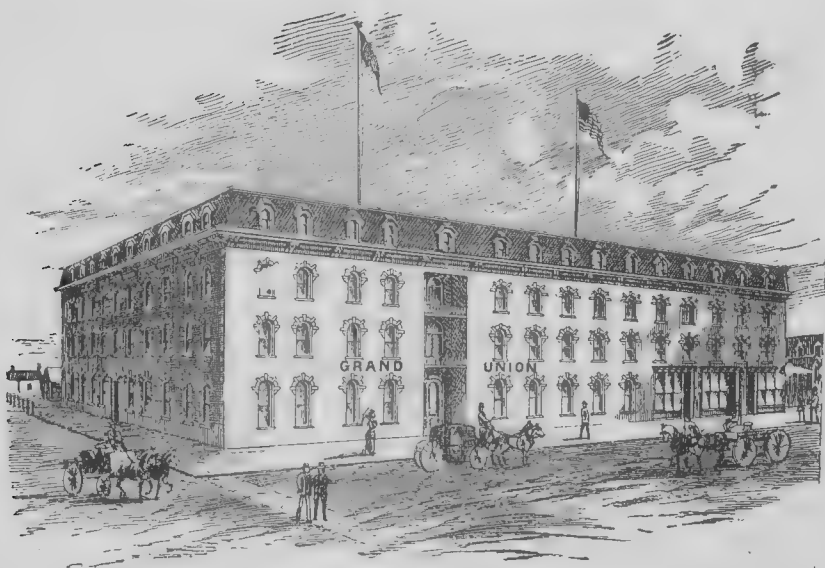
HOTEL BRUNSWICK, COR. MAIN AND RUPERT STREETS.



THE QUEEN'S HOTEL, COR. PORTAGE AVENUE AND NOTRE DAME STREETS



WHELAN'S HOTEL, MAIN STREET.



GRAND UNION HOTEL, PRINCESS STREET.

WINNIPEG AS A FIELD FOR INVESTMENT.

As a field for investment Winnipeg probably presents a better opportunity than any other city in America. The depression in prices of real estate which succeeded the inflated valuations that obtained during 1881-2, has brought the holders of city property to reasonable terms; and building lots are now held at such prices as will enable the investor to realize handsomely when the gradual and stable growth of the city shall have caused real estate to reach its maximum. House property commands a fair rental at from 12 to 15 per cent. upon investment for a medium class of houses, and stores and warehouses in good localities are in demand. The loan and investment companies are doing a safe and profitable business at about nine per cent. upon a third valuation, and it is only fair to suppose that borrowers find good use for their money at more advanced rates. But capital is sorely needed for such enterprises as are of a more public character and which tend to develop the resources of the country. Elevators for the storage of grain are a prime necessity, and would no doubt pay large dividends. The manufacture of flax, both into paper and linen would utilize what is at present a waste product, as flax is now grown for seed only. The manufacture of building paper and binders boards from straw and poplar pulp would utilize another waste production. Tanneries would work up hides now shipped to other points for manufacture; glue works the horns and hoofs; starch factories the potatoes which are so prolific a crop in this vicinity, while there are openings for many other branches of industry. But one class of manufacture cannot long be left undeveloped, and that is iron. Within a comparatively short distance of Winnipeg there lies apparently inexhaustible veins of iron ore—magnetic—kidney and haematite. The time will soon arrive when vast works for the manufacture of iron and steel must be located in or near Winnipeg—utilizing coke made from the Saskatchewan or Souris coal to reduce the ore. Nor will the iron industry alone afford a means for investment of capital, as works for the reduction of silver and copper ore will likewise be necessary. The building of cheap railways, which in this country must at least be contemporaneous with production, will utilize vast capital in a profitable manner to investors,—while to those who simply seek safe investment, there are hundreds of enterprises which afford good security, in the manufactories and industries at present established.

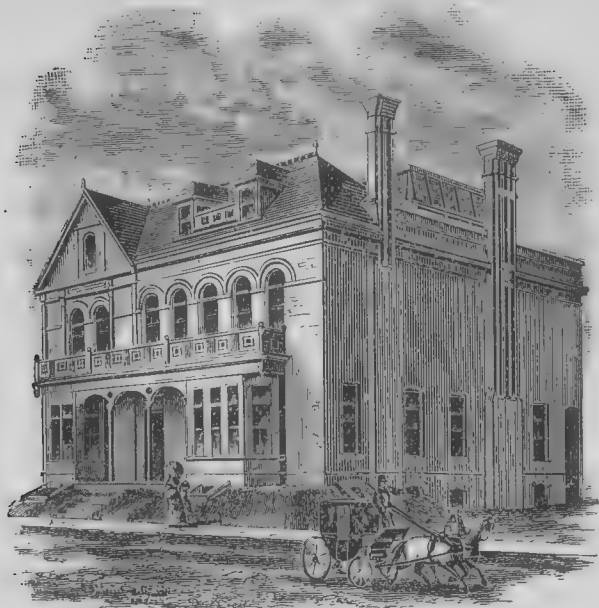
THE HISTORICAL AND SCIENTIFIC SOCIETY'S EXHIBITION.

In order that our visitors may obtain more than a passing glance at the products and resources of our country, the Historical and Scientific Society has gathered together a loan exhibition of articles calculated to interest the enquiring mind. This exhibition embraces articles which are classified as follows :

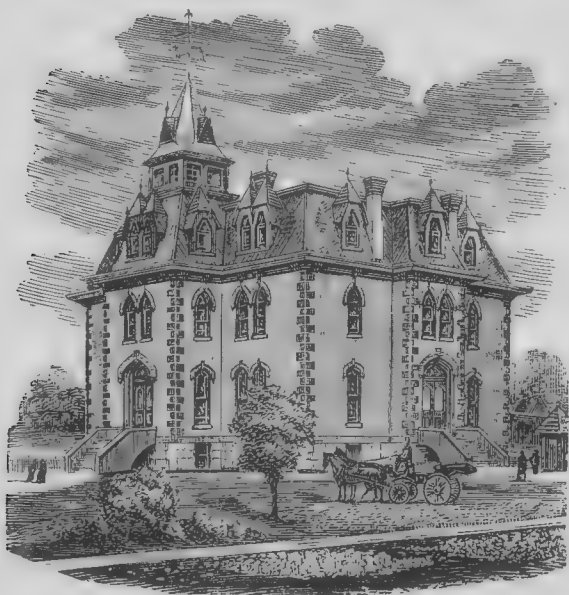
CLASS I.—Indian Remains and Curiosities, Tepees, Articles of Dress, Utensils, Beadwork, Weapons, &c. II.—Paintings, Engravings, Statuary, Articles of Vertu, Photographs and Autographs. III.—Geological and Mineralogical. IV.—Agricultural, Botanical and Horticultural, Grasses, Grains, Roots, Farm Produce and Natural Products. V.—Natural History, Birds, Furs, Heads, Horns, &c. VI.—Archæology, Old Books, Manuscripts, Models. VII.—Architecture, Industrial, Philosophical, and Scientific Appliances and Domestic Economy Manufacturers. VIII.—Coins, Heraldry and Antiquities. IX.—Miscellaneous not included in above.

The exhibition will be held in Knox Hall, Hargrave Street, during the period covered by the visit of the Association. Members of the society will be present each day to afford explanations and information regarding exhibits.





MANITOBA CLUB.



ST. JOHN'S LADIES COLLEGE.

THE MEMBERS
—OF THE—
MUNICIPAL COUNCIL AND CIVIC OFFICIALS
—OF THE—
CITY OF WINNIPEG, MANITOBA.
FOR THE YEARS
1874 TO 1884 INCLUSIVE.

SOUVENIR OF THE

1874.

MAYOR:—FRANCIS EVANS CORNISH.*ALDERMEN*:*EAST WARD.*

Robert Mulvey,
 Andrew Strang,
 William B. Thibaudeau.

WEST WARD.

James H. Ashdown,
 John Higgins,
 Archibald Wright.

NORTH WARD.

William Gomez Fonseca,
 Alexander Logan,
 John Byron More.

SOUTH WARD.

James McLenaghan,
 Herbert Swinford,
 Thomas Scott, (1)
 John Robson Cameron. (2)

1875.

MAYOR:—HONORABLE WILLIAM N. KENNEDY.*ALDERMEN*:*EAST WARD.*

Matthew Davis,
 John Hackett,
 Dugald Sinclair.

WEST WARD.

Willoughby Clark,
 John Villiers,
 Archibald Wright.

NORTH WARD.

William Gomez Fonseca,
 Alexander Logan,
 Thomas Lusted.

SOUTH WARD.

John Robson Cameron,
 James McLenaghan,
 Alexander McMicken.

1876.

MAYOR:—HONORABLE WILLIAM N. KENNEDY.*ALDERMEN*:*EAST WARD.*

John Breden,
 W. W. Banning,
 H. G. McMicken.

WEST WARD.

Finlay P. Roblin,
 John Villiers, (1)
 Archibald Wright,
 Francis Evans Cornish. (2)

NORTH WARD.

William Gomez Fonseca,
 Alexander Logan,
 Thomas Lusted.

SOUTH WARD.

William F. Alloway,
 Edward M. Jarvis,
 William Hespeler.

1877.*MAYOR*:—THOMAS SCOTT.*ALDERMEN*:*EAST WARD.*

Alexander Brown,
Duncan Sinclair,
H. G. McMicken, (1)
Thos. Dunlop. (2)

NORTH WARD.

William Gomez Fonseca,
Alexander Logan,
John Byron More.

WEST WARD.

Samuel J. Jackson,
James Rice,
Archibald McNee.

SOUTH WARD.

William F. Alloway,
Alfred W. Burrowes,
Elias G. Conklin.

1878.*MAYOR*:—THOMAS SCOTT.*ALDERMEN*:*EAST WARD.*

Alexander Brown,
Horace McDougall,
Robert Strang.

NORTH WARD.

William Gomez Fonseca,
Alexander Logan,
John Byron More,

WEST WARD.

F. Evans Cornish,
Samuel J. Jackson,
Wm. H. Lyon.

SOUTH WARD.

Elias G. Conklin,
William Hespeler,
C. C. Montgomery.

1879.*MAYOR*:—ALEXANDER LOGAN.*ALDERMEN*:*EAST WARD.*

Alexander Brown,
Alexander McArthur,
Robert Strang.

NORTH WARD.

Arthur F. Eden,
John B. More,
Archibald Wight.

WEST WARD.

J. H. Ashdown,
M. Fortune,
David Young.

SOUTH WARD.

William F. Alloway,
Elias G. Conklin,
Sedley Blanchard.

1880.

MAYOR:—ALEXANDER LOGAN.*ALDERMEN*:*EAST WARD.*

Alexander McArthur,
William R. Ross,
Robert Strang.

NORTH WARD.

William Gomez Fonseca,
John Byron More,
Archibald Wright.

WEST WARD.

Mark Fortune,
Samuel J. Jackson,
John Henry Pearson.

SOUTH WARD.

W. F. Alloway,
Elias G. Conklin,
Chris C. Montgomery.

1881.

MAYOR:—ELIAS G. CONKLIN.*ALDERMEN*:*EAST WARD.*

W. W. McMillan,
Wm. R. Ross,
Robert Strang.

NORTH WARD.

Edwin Doidge,
John Byron More,
Albert Monkman.

WEST WARD.

Mark Fortune,
John O. LaCappellain,
Andrew Strang.

SOUTH WARD.

Alexander McMicken,
Chris. C. Montgomery,
Geo. M. Wilson.

1882.

MAYOR:—ALEXANDER LOGAN.*ALDERMEN*:*EAST WARD.*

William McMillan,
J. M. McGregor,
A. McNee.

NORTH WARD.

Albert Monkman,
J. B. More,
Donald Sutherland.

WEST WARD.

W. J. Ovens,
Wm. Bathgate,
J. R. Cameron.

SOUTH WARD.

G. M. Wilson,
A. Wright, .
A. McMicken.

1883.

MAYOR:—A. McMICKEN.

ALDERMEN:

WARD 1.

Stewart Mulvey,
Thomas Nixon,
George Ham.

WARD 2.

Geo. M. Wilson,
Mark Fortune,
C. C. Montgomery.

WARD 3.

N. Bawlf,
J. Burridge,
Wm. Brydon.

WARD 4.

W. J. Ovens,
J. R. Cameron,
James Harvey.

WARD 5.

D. Sutherland,
D. G. McBain,
Thos. McCrossan.

WARD 6.

Geo. D. McVicar,
W. F. McCreary,
E. L. Drewry.

1884.

MAYOR:—ALEXANDER LOGAN.

ALDERMEN:

WARD 1.

Stewart Mulvey,
Geo. Ham.

WARD 2.

Geo. M. Wilson,
Geo. Brown.

WARD 3.

Josh. Calloway,
Stuart Macdonald.

WARD 4.

Chas. Wishart,
N. Bawlf.

WARD 5.

K. N. L. McDonald,
S. Polson.

WARD 6.

W. F. McCreary,
Edward L. Drewry.

CITY OFFICERS:

C. J. Brown, city clerk.
H. M. Drummond, chamberlain.
W. G. Scott, treasurer.
D. S. Currey, auditor.
David Glass, solicitor.
E. Wasell, city engineer.
J. W. Harris, assessment commissioner
G. H. Hadskis, collector.
D. B. Murray, chief of police.
W. O. McRobie, chief fire brigade and
acting fire inspector.
W. Code, assistant engineer fire brigade.
Adam Peebles, police magistrate.
A. A. Aird, clerk police court.
W. J. Neilson, medical health officer.
G. H. Kerr, health inspector.
A. D. Elliott, license inspector.
H. J. Marshall, market superintendent.
E. Lunn, assessor.

W. M. Osborne, assistant chamberlain.
J. Ryan, bailiff.
Jas. Yuill, superintendent fire alarm.
J. H. Gorrie, assistant city engineer.
J. A. Platt, accountant,
Joseph Dutton, draughtsman
Robert Mulvey, street inspector.
H. J. Dalton, leveller
H. Kirk, caretaker.
H. E. Kirk, type writer.
C. F. Herbert, poundkeeper.
W. J. Guiler, inspector of bridges
Jos Pritchard, assistant caretaker.
John Pritchard, assistant caretaker.
C. Coleman, assistant caretaker.
J. T. McDonald, caretaker Main and Osborne
street bridges.
G. A. Messenger, caretaker cemetery.





CITY HALL, WINNIPEG.